

## AIRMEN, IN RACE, TO CIRCLE GLOBE

\$150,000 CONTEST TO BE FEATURE OF PANAMA PACIFIC EXPOSITION.

FIRST PRIZE TO BE \$100,000

Flies, Leaving San Francisco, to Go Around World in 90 Days—Atlantic Ocean Only Dangerous Portion of the Route.

San Francisco, Cal.—Three hundred thousand dollars, and probably more, will be offered in prizes to aeronauts who race around the world in any type of motor-driven air craft under the auspices of the Panama-Pacific international exposition committee. Of this sum, \$150,000 will be given by the exposition company and arrangements on foot for obtaining the remainder are said to indicate a larger sum than \$200,000. It is said to be the largest prize fund ever offered for a single sporting event.

The race, the climax of the world's aeronautical activities, is to start early in May, 1915. Contestants will be allowed 90 days in which to make the flight of approximately 22,000 miles around the globe. The race, it is proposed, will start and finish on the grounds of the Panama-Pacific exposition.

### Will Start Eastward.

The course lies east from San Francisco, and the route as now outlined crosses the Atlantic ocean, England, France, Germany, Russia, Japan and the Pacific ocean, touching the world's brilliant capitals, the arctic, the subtropics of the Orient and the Siberian wastes. Specifically the line in America runs from San Francisco through Reno, Nev.; Cheyenne, Wyo.; from there either to Kansas City, St. Louis or Chicago and on to New York.

The Atlantic ocean is conceded to be the most formidable stretch in the race.

The exposition's \$150,000 will be cut into three pieces—one of \$100,000, a second of \$30,000, and a third of \$20,000.

### Must Pay Debt if He Drinks.

Champaign, Ill.—A mortgagee due the first time the borrower takes a drink was filed in Champaign county. S. C. Campbell, mortgaging his place of business to T. J. Campbell, agrees that the mortgage shall become due the instant he assumes his thirst for liquor.

### Favors Government Monopoly.

Washington.—Postmaster General Burleson submitted to the senate the recommendations of the departmental committee appointed by him to investigate the practicability of government ownership of telephone and telegraph lines.

### U. S. Imports Gain.

Washington.—Imports into the United States during December, 1913, amounted to \$183,732,736, against \$154,055,444 in December, 1912. Exports from the United States during December, 1913, amounted to \$233,488,512, against \$250,315,807 in December, 1912.

### Huerta's Soldiers Mutiny.

Culiacan, Sinaloa.—Federal troops on the outskirts of Guaymas have mutinied and are fighting among themselves, according to dispatches reaching constitutionalists. The evacuation of the city by Gen. Ojeda's forces is expected momentarily.

### Record Snow in Arkansas.

Fort Smith, Ark.—Logan, Scott and Polk counties were visited by the heaviest snow that has fallen in Western Arkansas in 40 years, according to old residents. The fall at Hatfield, in Polk county, measured 16½ inches.

### Indicted for Rebating.

Chicago, Ill.—Indictments against three railroads and the packing firm of Swift & Co. were returned by the federal grand jury on charges of rebating brought by special agents of the interstate commerce commission.

### Feud Leader Found Dead.

Middlesboro, Ky.—Andrew Turner, one of the leaders of the Turner-Souders feud, which started this country about 30 years ago, was found dead at Stony Fork Junction. It is believed he met with foul play.

### Beachey Hurt in Race With Auto.

Los Angeles, Cal.—Lincoln Beachey, the aviator, was injured when his aeroplane fouled a tree in a "race" with an automobile. The aeroplane was smashed, but the aviator escaped with slight bruises.

### Fire Destroys Ten Stores.

Burnsville, W. Va.—Approximately one-half of the business section of Burnsville was destroyed by fire. Ten business houses and one dwelling were destroyed. The loss is estimated at \$180,000.

### Flood Wipes Out a Town.

Rio Janeiro.—Floods in the state of Bahia, which have been sweeping over a large section of the country districts, are increasing. Several villages have been inundated and one small town has disappeared.

## DIGGS AGAIN IN TROUBLE

RECENTLY CONVICTED UNDER THE MANN LAW.

Charged With Similar Offense by Wife of Physician Against 17-Year-Old Daughter.

San Francisco, Cal.—A warrant charging an offense against a young girl has been issued here against Maury I. Diggs, former state architect, whose recent trial and conviction here under the Mann act caused nationwide comment because of its political complications.

Mrs. Elizabeth Pennington, a doctor's wife, wrote to the complaint, alleging an offense against her daughter Ida, 17 years old. Warrants also were sworn to against John Gilligan and John Doe Fisher in connection with the same affair. "Fisher" is said to be an alias.

Diggs' case under the Mann act is now on appeal.

## HUGE CLAIM FOR CANAL JUNK

Chicago Company Wants \$2,000,000 for Scrap Taken Over From French Company.

Panama.—Out of the sale in 1911, to a Chicago company, of the junk taken over by the isthmian canal commission on purchase of the property of the French Canal company, has arisen one of the largest claims filed against the canal government. The company has filed with Col. George W. Goethals, chairman of the Panama canal commission, a claim for about 200,000 tons of scrap material. The market value is estimated at nearly \$2,000,000.

Hearings in an effort to effect an equitable settlement of the claim have been begun by H. A. A. Smith, examiner of accounts for the commission, who is attempting to determine what scrap it was contemplated to sell under the contract with the company.

## IMPEACHMENT HEARING ENDS

Federal Judge Speer Is Not Allowed to Put His Defense on the Record.

Savanna, Georgia.—The congressional committee investigating impeachment charges against Federal Judge Emory Speer has completed its hearing. Judge Speer sought in vain for an opportunity to put a defense to the charges in the record and failing to obtain such a concession from Chairman Webb, made public a long statement denying partiality and nepotism in his court.

The committee has returned to Washington. Its report, which will be confidential, probably will be submitted to the house judiciary committee, the agency which started impeachment proceedings.

Witness heard during the day enlarged on Speer's alleged "favoritism" in court.

## WARRANTS IN CANCER CASE

Two Men Interested in Cancer Hospital Are Charged With Manslaughter.

Wheaton, Ill.—Warrants were issued for the arrest of John Freeman and Dr. D. B. Freeman, proprietors of the Freeman Cancer Institute at Moline, Ill., charging them with manslaughter. The evidence submitted to the grand jury which returned indictments against the two men showed that Mrs. Jacob Mey of Lisle, near here, died from paralysis shortly after she applied an external treatment for cancer, sold by the Freeman Institute.

## PLANS FOR FAIR BUILDING

Illinois Structure at Frisco Will Cost \$300,000—Plans Now Under Consideration.

Springfield, Ill.—Plans for the \$300,000 building for Illinois at the Panama-Pacific exposition in San Francisco will be submitted by Joseph Dibelka, state architect, at a meeting of the commission in Chicago. A chairman and secretary will be elected. Former Lieut.-Gov. John G. Oglesby of Elkhart has been mentioned for chairman.

## Wabash Is Ordered Sold.

St. Louis.—United States Circuit Judge Elmer B. Adams ordered that the Wabash railroad be sold under the foreclosure mortgage held by the Equitable Trust company of New York, which underlies the first mortgage bonds of the railway company.

## Money Order Bill Passed.

Washington, D. C.—Under a measure passed by the senate and which is awaiting the president's signature, postoffice money orders will become virtually legal tender.

## Mrs. Longworth an Heiress.

Cambridge, Mass.—One-sixth of the estate of Mrs. Caroline H. Lee of Chestnut Hill is bequeathed to her granddaughter, Mrs. Alice Roosevelt Longworth, by the will filed here. The value of the estate is not known.

## Manchester Has Big Fire.

Manchester, N. H.—Fire which threatened the entire retail section of Manchester was extinguished after laying waste one city block. Loss is estimated at nearly \$500,000. Four firemen were injured.

## CHARLES C. CARLIN



Representative Charles C. Carlin of Virginia is one of the three men on the subcommittee of the judiciary committee that is preparing the anti-trust bills whose passage is asked by President Wilson.

## DEALS OF FRISCO SCORED

SALES OF SECURITIES MADE AS CONCERN TOTTERED.

Syndicate Made Millions by Acquisition of Subsidiary Lines, Senate Is Informed.

Washington.—The Frisco report was made by the interstate commerce commission to the senate and scores by its findings virtually the entire financial operations which led up to the receivership.

The report says that the sale of securities to the investing public, through the bankers, at a time when every appearance indicated the insolvency of the issuing company, invites and warrants condemnation of all those who assisted and participated in such sale.

The report tells of Speyer & Co.'s floating \$3,000,000 of securities in the spring of 1913, and then it follows with the statement of the weakened condition of affairs at that time and says Speyer & Co. should have known conditions.

The troubles leading up to the receivership were declared to be a disproportionate capital, the acquisition of new lines, the financing of the New Orleans, Texas & Northern and other North Texas lines and the desire for a Chicago terminal involving the taking over of the heavy fixed charges of the Chicago & Eastern Illinois.

In one year, the report declared, the road paid premiums to bond salesmen amounting to \$1,486,852, on securities amounting to \$32,152,602, some of which were sold as low as 62½, with the result that the company was saddled with annual interest charges of \$1,226,630 on money it never had received.

## 7,000 HOMELESS IN RUSSIA

District Around St. Petersburg Swept by Cyclone and Flood; Rail Traffic Crippled.

St. Petersburg.—More than 7,000 persons are homeless in the district about St. Petersburg swept by cyclone and flood. Thousands of workmen are idle through the enforced shut down of plants, and railroad traffic is at a standstill in many quarters. The total damage probably will exceed \$2,000,000.

Soldiers were formed into relief squads to help clean up the flood debris and distribute food and clothing among the refugees. The cold is causing much suffering among homeless families.

## EXPERTS RAP HYGIENIC FADS

Investigating Committee of State Hospitals' Medical Association Disapprove Sex Education.

Chicago, Ill.—Hygienic fads—eugenics, sex education and sterilization of criminals and defectives—were disapproved by the special investigating committee of the State Hospitals' Medical association, which reported to the main body at the annual meeting at the Chicago State hospital.

The committee is composed of Dr. H. D. Singer of the State Psychopathic Institute, Dr. E. A. Foley of the Jacksonville State hospital and Dr. A. L. Bowen, secretary of the State Charities commission.

## Andrew Johnson Coworker Is Dead.

Kansas City.—Oscar J. F. Cardwell died at his home here. He was 81 years old. As a young man he was an apprentice tailor and worked on the same bench with Andrew Johnson, later president of the United States.

## Factory Work for Fallen Women.

Pittsburgh.—A unique sociological experiment is to be attempted in the national capital to provide for those of the segregated district who want to live "straight" according to announcement of reform leaders.

## FEDERALS LOSE IN BATTLE

MANY EXECUTED AFTER FIGHT WITH REBELS.

Gen. Villa Has \$5,000,000 Cash and Millions of Seized Property to Carry on Revolution.

Brownsville, Tex.—Four hundred federals were killed in the battle of Concepcion del Oro, Zacatecas, or were executed after being captured, according to an official report to constitutionalist headquarters in Matamoros. The engagement took place south of Saltillo. The rebels lost seven killed and 70 were wounded. Dynamite bombs made from cast-iron pipe were used with effect by the constitutionalists.

The battle lasted 24 hours, the rebels gradually advancing on the city behind barricades and entrenchments, which they constructed as they went. The greatest loss of life occurred when an overwhelming force of rebels ambushed federal reinforcements from Saltillo.

There was no destruction of property.

Juarez, Mexico.—Five million Mexican dollars represents the amount of cash the rebels under Gen. Francisco Villa possess to carry on their revolution.

In addition they claim possession of much personal property, stores, cattle and land confiscated from rich families and valued at many millions.

## FACTORY TO DIVIDE PROFITS

Farr Alpaca Co. of Holyoke Adopts Liberal Plan With Employees, Effective at Once.

Holyoke, Mass.—The Farr Alpaca company, employing 3,000 operatives, which earns approximately \$1,000,000 a year and has paid 24 per cent dividends and whose officials predicted that disaster would follow the tariff revision, announced that its capital would be increased from \$2,400,000 to \$7,200,000, in the form of a stock dividend, and that a liberal profit-sharing plan would go into effect immediately.

Dividends will be declared Dec. 31 to all employees of one year's standing. Employees drawing from \$600 to \$1,000 a year in wages will receive next January a dividend of from \$48 to \$80.

## TWO WOMEN ARE BEHEADED

German Newspaper Devotes Only Four Lines to Story of Pair Executed With Ax and Block.

Berlin.—A double execution of women with ax and block took place at Raitlbor prison, in Prussia. The executioner first chopped off the head of Franziska Zimmer, a young woman convicted of murdering her stepmother. The body and severed head were carried away, and then the headman executed Josepha Kubacka, who killed her husband, a miner.

Both women died stoically. The executions were witnessed only by officials, and the full details were not given out. The German newspapers devoted four lines to the story.

## TWO WOMEN OUT FOR OFFICE

Each Seeks Two-Year \$2,000 Tax Collectorship in Mount Vernon Township, Illinois.

Mount Vernon, Ill.—Two Mount Vernon women have announced for the office of tax collector of Mount Vernon township. The first to announce was Mrs. Daisy Lloyd, and she was followed by Miss Laura Satterfield.

The office is for two years and pays \$2,000 a year. The hardest political fight in the township centers around this office.

Only three months each year are required to do the work.

## Rule of Reason Assailed.

Washington.—Criticism of the supreme court and lower tribunals for their administration of the Sherman law, Representative Stanley of Kentucky appeared as the first witness in the house judiciary committee's hearing on trust bill to urge an amendment which will repeal the "rule of reason."

## Cave-Dwellers Are Found.

Washington.—Frank Edward Johnson, an explorer of the National Geographic society, returned from a two years' investigation of the Troglodyte tribes of Southern Tunisia and told a wonderful story of a hitherto almost unknown race of people.

## Cigarette Fiends Take Cure.

New York.—The crusade which Recorder John J. McGovern of Hoboken, N. J., has been conducting to rid men and boys of the cigarette smoking habit resulted in 300 men and boys submitting to the "cure."

## Robbers Get \$20,000.

New Orleans.—The Bank of Louisiana, La., was looted by masked robbers. Twenty thousand dollars was taken. Two bank officials were locked in a vault and were nearly dead when rescued.

## Train Wreck Kills Three.

Pittsburgh.—Pennsylvania passenger train No. 19, New York to Pittsburgh, was wrecked near Conemaugh, Pa., when it ran into an engine and caboose going west. Three trainmen in the caboose were killed.

# CARELESSNESS CAUSED 40 TO DIE AT SEA, CAPTAIN CHARGES

U. S. Authorities Investigate Cause of Collision Between the Steamers Monroe and Nantucket Off Norfolk, W. Va.

Norfolk, Va.—Declaring the loss of his vessel was due to the carelessness of the commander of the steamer Nantucket, Capt. Johnson of the steamer Monroe filed a suit against the Nantucket, claiming a million dollars damages. Action was filed in the United States district court and papers served on officials of the Merchants and Miners' Transportation company, owners of the Nantucket, at Norfolk and Baltimore.

In his complaint Capt. Johnson alleges that the Monroe was proceeding at half speed or less before the accident, and had laid to after hearing fog whistles. He says the Nantucket came upon him at such speed that a collision was unavoidable, although he had ordered his ship ahead at full speed to avoid the blow.

The complaint says the financial damage cannot be stated with accuracy at this time, but fixes the amount at \$1,000,000 "upon information and belief."

Carelessness Is Charged. The complaint specifically charges that the accident was due "solely to the carelessness, negligence and faulty navigation of those on board of and in charge of the steamer Nantucket."

Wireless Operator E. L. Etheridge of the Monroe said that one boat launched from the Monroe saved 28 lives and went back for a second load after transferring her passengers to the Nantucket. Capt. Johnson was in this boat.

"We picked up Mr. and Mrs. Harrington," said Etheridge, "but the latter died before we reached the Nantucket. We also picked up the body of a man. I believe it was that of Lieut. Curtis. We had two women in our boat."

"We tried to launch two boats, but one of them was swamped. We could not launch the starboard boats, as the ship careened to that side."

"I sent out a S. O. S. call just before the ship went down. I remained in the radio room until our current was cut off. Then I followed Capt. Johnson into the lifeboat. Neither of us was in the water at any time."

"Capt. Johnson remained in the lifeboat until everybody we could find had been placed on board the Nantucket."

Captain Tells His Version. Capt. Johnson tells the following story of the collision in his complaint:

"At about 1:29 o'clock, approximately, ship's time, a fog signal of one blast of a whistle from a steamer was heard. It seemed to be about 3 points on the starboard bow. The engines of the Monroe were immediately stopped, and remained stopped for about a minute, when a bright light was observed about 4 points on the starboard bow."

"As soon as this light was observed, two whistles were blown by the Monroe and her vessel was put hard a starboard. The engines were put full speed ahead. It was impossible, however, to avoid a collision, and the Nantucket, coming on struck the Monroe on her starboard side, just forward of her pilothouse, the collision taking place in less than a minute after the Nantucket's light was first observed. A large hole was torn in the side of the Monroe below the water line."

Federal Investigation On. The revised list of victims and rescued shows that of 40 persons whose lives were lost 19 were passengers and 21 members of the crew. Of the 99 persons saved, 39 were passengers and 60 members of the crew.

Federal investigation on instructions from the department of commerce at Washington were begun at once.

The United States steamboat inspectors will not make public their findings for some time.

Assistant Secretary Sweet of the department of commerce ordered a sweeping inquiry into the causes and circumstances that led to the collision. The inquiry will be directed along three distinct lines, as follows:

"Whether the masters of both vessels used every possible precaution to prevent the tragedy, including a low speed headway and continual use of fog horns."

"Whether the terrible death rate among the passengers of the Monroe was due in any way to a lack of discipline among the wrecked ship's crew."

"Whether the two vessels were in their proper positions prior to the collision."

The question of a possible panic on the part of the crew is one to which the federal authorities will direct their attention. Survivors, however, declare that little if any confusion followed the collision.

Getting Shallow. Little Willie was taking his first trip abroad. About the third day out they passed a freighter. She was not carrying any cargo and about three feet of the bright red below her waterline was visible. Willie gazed a minute and then exclaimed: "Oh, papa, look how the ocean has gone down!"

## Wisdom of Nature.

Perhaps nature had some good reason for not creating a rooster that could sing in the early morning hours like an oriole.—Toledo Blade.

lowed the collision. All of them praise the crew for their splendid behavior.

## Testimony of Collision Kept Secret.

Testimony of officers of both ships, some of it taken while the Nantucket was bringing in survivors, after the steamer Monroe had been sunk in a collision with the Nantucket, is being kept secret. No official statement could be obtained, but it is said witnesses testified Capt. Johnson stopped the Monroe's engines when he heard the Nantucket's answering siren signal and the lost ship was practically standing still when the Nantucket rammed her amidships and cut her in two.

Other witnesses testified, it is said, that the Nantucket continued to steam toward the Monroe after the Monroe had blown two whistles three times.

It is said that the testimony shows that Capt. Berry, the second officer, and the quartermaster of the Nantucket, were in the pilot house of their ship when the two vessels came together, and that the lookout on the Monroe saw the lights on the mast of the Nantucket about two minutes before the crash.

The Monroe met light fog intermittently after passing out of the capes and had stopped frequently while they surrounded the ship. The Monroe was equipped with an automatic time whistle and that was blown at intervals of one minute.

## Death List Is 41.

While the general investigation to place responsibility for the wreck has not been started, officials of the Old Dominion line are blaming Capt. Berry of the Nantucket for at least an error of judgment. His action in signaling full speed astern immediately following the smash pulled the Nantucket's bow out of the rent in the side of the Monroe and led the water in. Had he simply reduced speed and kept the two vessels locked everyone on the Monroe could have clambered in to the Nantucket before the Old Dominion liner finally went to the bottom.

The revised list of the missing showed that the death toll claimed by the Atlantic was 40. Of these 19 were passengers and 21 members of the crew.

Thirty-nine passengers and 60 members of the crew were landed here by the Nantucket.

The government investigation of the wreck was begun at once. Despite the most positive denials by the officials of the line, the rumors prevailed here that the Monroe was inclined to top heaviness. Officials of the federal steamship inspection service, however, examined the Monroe only three months ago, and passed her with a clean bill of health.

## Captain Is Exonerated.

Despite the fact that so many were lost, passengers refused to blame either Capt. Johnson or his men. They said that they did everything possible, but that the time between the crash and the sinking of the Monroe was so short it was impossible to do more than was done. Discipline, the rescued passengers assert, was never relaxed.

Secretary of Commerce Redfield has wired the federal inspectors that the inquiry must be thorough and that all responsibility must be fixed.

Ed Gorman of New York told of harrowing scenes of women screaming for help in the cabin of the Monroe. Walking upon the side of the careened sinking ship Gorman met a girl whom he begged to jump with him into the sea. The girl refused and is supposed to have perished. Gorman was at once picked up by a passing lifeboat.

James M. O'Connell, a member of the federal industrial commission, who had been trying to straighten out the strike of the boilermakers at the Newport News Shipbuilding Co. plant, had a most remarkable experience in escaping from the doomed ship.

## Thrown Into a Lifeboat.

"As soon as I realized what had happened I rushed to deck and ran right into Capt. Johnson."

"Suddenly the ship began to turn over on her side. In my haste I had forgotten to grab a life preserver. A man rushed up to me and said: 'Take this, I've got two,' pointing to his life preserver."

"Before I had an opportunity to pull the preserver on my body I was thrown upon my back. I got all mixed up in the life preserver and bounced up and down on the deck, striking all sorts of things as the ship foundered about. She took a plunge and I was thrown overboard right into a lifeboat. It really seemed too strange."

## Just Like Father.

"I never saw a boy so much like his father—your husband's hair and eyes, even his manner of speech. But why does he jump when you speak to him?" "Because he is so much like his father."—Houston Post.

## What Bothered Him.

"Did your father ever raise his hand to you, Billy?" asked Tom. "Hundreds of times," said Billy. "But it wasn't that that bothered me. Where I got stung was when he brought it down."